

## Fifty Year Index

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Since the first Bulletin was published in the spring of 1921, the Society has produced over 135 issues. These volumes fill four and one half feet of shelf space, contain about 13,000 pages and represent the patient work of over two hundred and fifty authors. They are surely one of the richest stores of technical, corporate and biographical information available on American railroads.

The earliest Bulletins are limited largely to New England subjects but as the Society grew, the geographical interest widened to embrace the entire country. The west coast railroads are particularly well represented in our pages. Special Bulletins have been issued on railroads of Wisconsin and Florida, while other issues have been devoted to the Chicago and North Western, the Southern Pacific and the Santa Fe. During the life of Robert Brown, Canadian railroads were well covered in our pages. Space has also been given to overseas developments.

Readers will find many delightful side lights such as articles on ice railways, wooden railways and even a ship's railway. Another article tells of the Mountain Express, a deluxe, three car all Pullman train operated only in the summer. Its crew was always smartly dressed and the conductor always wore a flower in his lapel. And how about the railroad that operated only at night over some of the worst track in the nation — we have a history of it.

Locomotive builders have been a big interest with the Society's members and we have tried to satisfy that interest with articles on the major works including Taunton, Portland, Lima, and Mason. Many obscure builders such as Booth & Co., Dewey Brothers and Dennis, Wood and Russell have been covered as well. But surely the most important single contribution of the Society has been the publication of locomotive rosters. These are aimed at the hard-core engine buff and none of our Bulletins are more eagerly sought than those featuring locomotive lists of a major road.

It is my hope that this index will provide future historians with a spring board to plunge further into the history of railroad and locomotive development.

Readers should note that individual listings have, wherever possible, been consolidated under broad topical headings, such as biographies, locomotives, rails, etc. The Bulletin number is shown in *italics*; the page number is in regular type. In addition numbers have been

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- Wisconsin Central, 54, 1-169.
- Wisconsin Midland Railroad, 43B, 32.
- Wisconsin, Michigan and Northern



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 Zerbe Valley Railroad, 108, 30.

#### Facetiae

##### Fast Run on the Santa Fe.

The Atchison, Topeka & Santa Fe Ry. made a fast run from Los Angeles to Chicago this week with a special train hauling Mr. Walter Scott, an eccentric miner from California, whom the newspapers report as having recently had much success in mining ventures, insomuch that he could afford the luxury of a private train. He left Los Angeles at 1 p.m. July 9 under contract with the railway at an expense of \$5500 to "run regardless" all the way to Chicago. A schedule of 48 hours and 10 minutes was fixed. The previous record for the distance for a special was 57 hours and 56 minutes. Conditions favored the trip and as a result some good bursts of speed were made. The entire distance of 2246.9 miles was covered in 44 hours and 56 minutes. The train consisted of an engine, baggage car, dining car, and Pullman combination sleeper. Between Chillicothe and Coal City, Ill., a distance of 71 miles, the speed was at the rate of 65.5 miles an hour. In its trip from California the special passed through eight states and engines were changed at 20 division points. The fastest change of engine was accomplished at Needles, Cal., where the time consumed was only 80 seconds. Eliminating stops, or "dead time," which aggregated 59 minutes, the special made the run in 43 hours and 55 minutes, or an average for the entire distance of 51.1 miles per hour. At latest accounts Mr. Scott was waiting in Chicago trying to charter a train to make the run to New York in 13 hours. It is understood that he has met with some refusals on that proposition.

(*Railroad Review* July 15, 1905)

## Chronology of the R&LHS

- Spring 1921** Roy W. Carlson, Arthur Curran, C. E. Fisher and Warren Jacobs form the R&LHS.
- Spring 1921** First Bulletin published.
- December 1921** 54 Members in the Society.
- 1923** Society is incorporated by State of Massachusetts.
- December 1925** 190 Members in the Society
- November 1927** Museum rooms occupied in the Baker Library.
- December 1927** 206 Members in the Society
- December 1930** 254 Members in the Society
- 1934** New York Chapter organized.
- December 1935** 414 Members in the Society
- 1936** First Special Bulletin published.
- 1936** Chicago Chapter organized.
- 1937** Pacific Coast Chapter organized.
- 1939** Twin Cities Chapter organized—since closed.
- December 1940** 529 Members in the Society
- 1940** Virginia & Truckee's *Genoa*, D. L. & W.'s 952 and two coaches were given by Eastern Presidents Conference.
- 1942** Museum Rooms closed, exhibits stored.
- December 1945** 811 Members in the Society
- 1947** Northern Indiana Chapter formed—since closed.
- 1948** Exhibit Rooms reopen Baker Library.
- December 1950** 1094 Members in the Society
- 1953** Southern California Chapter formed.
- 1953** D. L. & W. No. 952 given to St. Louis Museum of Transport.
- 1955** 1198 Members in the Society
- Spring 1957** Museum Rooms closed Baker Library—moved to Edaville Railroad.
- April 1959** Bulletin No. 100 published.
- December 1960** 1487 Members in the Society
- December 1965** 1764 Members in the Society
- May 1970** C. E. Fisher resigns as Editor of the Bulletin.
- August 1970** Headquarters moved to Kresge Building, Harvard Business School.
- December 1970** 2080 Members in the Society.
- May 1971** C. E. Fisher is elected President Emeritus.

## Worth Reading

conducted by H. H. HARWOOD, JR. and MONTY BAKER

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Holmes, Mary P. "St. Louis Union Station," (Constructed, 1891-1894). *Missouri Historical Society Bulletin*, (July, 1971).

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McLaughlin, John W. The Acquisition of the Tennessee Coal, Iron and Railroad Company by the United States Steel Corporation: A Legal Examination. M.A. University of Nebraska, Omaha, 1971.

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READERS NOTE—addresses for periodicals in this list may be found in the Union List of Serials available in most public libraries. Ph.D.'s are available from University Microfilms, Ann Arbor, Mich. 48106.

## BOOKS

*The Hiawatha Story*, by Jim Scribbins; published by Kalmbach Publishing Co., Milwaukee, 1970. 267 pages. \$17.00

The Hiawathas were preeminently the City of Milwaukee's own trains. Nearly all the cars were built in Milwaukee Shops, all the trains save the Midwest Hiawatha served the city, and Milwaukee's name emblazoned every locomotive and piece of rolling stock. Thus, a book

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## **The Railway & Locomotive Historical Society, Inc.**

**Baker Library, Harvard Business School,  
Boston, Massachusetts.  
February 1, 1928.**

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### **WESTERN RAILROAD.**

The Western Railroad (now Boston & Albany) was chartered March 15th, 1833, to construct a railroad from Worcester, Mass., to Albany, N. Y. The Company was organized January 4th 1836 and the construction of the road began in 1838. The first Board of Directors were; Thomas B. Wales, William Lawrence, Edmund Dwight, Henry Rice, John Henshaw, Francis Jackson, Josiah Quincy Jr., Justice Willard and George Bliss. The first officers were Thomas B. Wales, President, Ellis Gray Loring, Clerk, and Josiah Quincy Jr., Treasurer. The road was opened from Worcester to Springfield on Oct. 1st 1838 and the following is the first time table, taken from the old files of the Boston Advertiser for that day.

#### **Western Railroad.**

This road will be opened for the transportation of passengers between Worcester and Springfield on Tuesday, October 1st 1839, the trains to run regularly as follows:—

Leave Worcester daily (Sundays excepted) at 10 A. M. and 4½ P. M. Immediately after the arrival of the trains over the Boston & Worcester road leaving Boston at 7 A. M. and 1½ P. M.

Leave Springfield daily (Sundays excepted) at 6½ A. M. and 1 P. M. arriving in Worcester to connect with the trains leaving for Boston at 10 A. M. and 4½ P. M.

Tickets for Springfield or any way station on the Western Road to be purchased at the office of the Worcester R. R. Depot Boston.



Tickets for Boston or any way station on the Worcester Road to be purchased at the office of the Western R. R. Depot Springfield.

GEORGE W. WHISTLER, *Engineer.*

Lieut. George Washington Whistler was born in Indiana and appointed to West Point from Kentucky, graduating in the class of 1819 as 2nd Lieut. Corps of Artillery. He became a 1st Lieut. in the 2nd Artillery Aug. 16, 1829 and resigned from the Army Dec. 31, 1833.

He was Associate Engineer of the New York, Providence & Boston Railroad 1833-1834-1837. Consulting Engineer of the Western Railroad 1837-1840 and Chief Engineer of the Western Railroad from 1840 to 1842. In the latter year he went to Russia as Superintending Engineer of the St. Petersburg and Moscow Railroad, and died in St. Petersburg, Russia April 7th 1849 aged 48. He was the father of James G. McNeill Whistler, the noted artist.

The first time table through to Albany.

From the Boston Advertiser, Dec. 21, 1841.

### **Western Railroad.**

On and after Tuesday, December 21st 1841 Passenger trains will run daily, Sundays excepted, from the depot of the Boston & Worcester R. R. as follows:—

Leave Boston at 7 A. M. and 3 P. M. for Albany.

The morning train will arrive at Springfield at 12¼ M. at Pittsfield 3¼ at Chatham 5½ and Albany at 6½ P. M.

The afternoon train will arrive at Springfield at 8¼ P. M. leave next morning at 7 arrive at Pittsfield at 9¼ Chatham at 11½ and at Albany at 12½.

Returning leave Albany at 7 A. M. and 1 P. M.

The morning train will arrive at Chatham at 8¼, Pittsfield at 9¾, at Springfield at 12½ and at Boston at 7 P. M.

The afternoon train will arrive at Chatham at 2¼, Pittsfield at 3¾, at Springfield at 6½—leave next morning at 6½ and arrive at Boston at 12 M.

The cars of the Hudson & Berkshire R. R. will run between Chatham and Hudson in connection with the above trains.

For Hartford, New Haven and New York.—Stages leave Springfield daily for Hartford on the arrival of the morning train. Arrive in Hartford in season for the cars to New Haven, and arrive at New Haven the same day. Steamers run daily between New Haven and New York.

For Greenfield, Hanover and Haverhill.—Stages leave Springfield daily at 9 P. M. for Haverhill via Northampton, Greenfield, Brattleboro, Hanover etc. Passengers leaving Boston at 3 P. M. may take this line.

Stages run daily from morning trains at Way Stations as follows:—

From West Brookfield to Ware and Enfield.

From Palmer to Three Rivers, Belchertown, Amherst, and Mason.

From Wilbraham to So. Hadley and Northampton.

Merchandise Trains leave Boston (Sundays excepted) for Hudson, and will run through to Albany after 1st of January, 1842.

G. W. WHISTLER, *Engineer.*

The Directors of this Society held their Annual Meeting in the Baker Library, Harvard University, Boston, on January 15th, 1928 with Directors, Fisher, Merrill, Becker, Jacobs, Eaton and Fogg present.

Our New England Vice President reported the opening of our room at Harvard University and the material received. There are 210 pictures on the walls of two rooms as well as much other material that will be of interest to our members. In order to gain admission to the room, members must show their membership card to the watchman.

Our Recording Secretary reports a net gain of sixteen members during the year. We now have 24 Life Members and 182 Annual Members, making a total of 206 members at the close of the year. During the year 821 copies of our bulletins were distributed, an increase of 205 copies.

Our Treasurer reports a surplus after a year of considerable expense due to framing of pictures for the room at Harvard and other purchases in connection with same.

Our Representatives report an increase of activities and interest towards the Society in the respective localities.

A change was made in our directors and Mr. Wm. B. Jones of Boston, Mass., was elected a director for one year to succeed Mr. Benj. Thomas.

In view of his untiring efforts to make this Society a success, Mr. Warren Jacobs was elected a Life Member. It was voted to extend the Life Membership privilege to Mr. Daniel Willard, Baltimore, Md., Mr. Geo. F. Baker, New York, N. Y., and Mr. Charles Taylor of Boston, Mass.

We have just closed a year marked with the opening of our room at the Baker Library, Harvard University and one of increased activity on our part with gratifying results.

We are indebted to Mr. Edward Hungerford, Centenary Director, Baltimore & Ohio R. R., Baltimore, Md., for his mailing to every member a copy of the exhibits at the "Fair of the Iron Horse." I am sure our members appreciate the kindness and thought in forwarding them these copies as they will make a valuable reference book for our libraries.

CHAS. E. FISHER, *President.*

February 1st, 1928.

Those of our members who wish to participate in an exchange of prints are requested to get in touch with Mr. John C. Ashford, 311 Eleventh St., Raymond, Wash. This exchange will be conducted on lines followed by one of the English Societies whereby those members desiring it will have forwarded them books containing prints, they to remove such prints as they wish placing some of theirs in the book to replace those removed. As a starter, those of our members who wish to follow this exchange are suggested to forward six or more, less if you wish, prints to Mr. Ashford. These prints should bear the name of the road, name or number of locomotive, builder and date built, also, and this is important, the name and address of the sender of the prints. This information should be on the back of every print.

## Our First Fifteen Bulletins.

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The following articles have appeared in our first fifteen bulletins.

### Bulletin No. 1.

Yesterdays on the New York Central.  
The Story of the New England. (The New York & New England R. R.)  
America's Most Famous Trains.  
First Charter and By-Laws of the Society.

### Bulletin No. 2.

The Fall River Line Boat Train. (The oldest fast train in America).  
The Eddy Clocks. (Engine built by Wilson Eddy of the Boston & Albany).  
Some Experimental and Historical Locomotives of the Chicago & Northwestern R. R.  
The Rival Builders. (Wm. Mason and the Taunton Locomotive Works).  
Down on the Old Colony. Poem by Will Armet.  
The Clang of the Bells. Poem by L. R. Andrews.

### Bulletin No. 3.

Story of the old Woburn Branch R. R.  
Single Driving Wheel Locomotives.  
Some Famous Runs and Some Famous Engines.  
The Illinois Central System.  
The Capture of the "General". (Western & Atlantic R. R.)  
The Maine Central R. R. and its leased lines.

### Bulletin No. 4.

Boston's Old Depots.  
Recollections. (Retired Boston & Maine Engineer).  
The Mount Washington Railroad.  
The Famous Color Trains of America.  
The First Iron Passenger Cars.  
Locomotives of the Military Railroads of the Civil War.

### **Bulletin No. 5.**

Delaware & Hudson Co. Celebrate 100th Anniversary.  
The Early Railroads of Kentucky.  
Railroads of the West. (California).  
Some Anecdotes of the Old Colony.  
Transportation.  
The "Commonwealth". (Boston & Providence R. R. locomotive).  
First Locomotive Owned by the El Paso & Southwestern Ry.  
Some Notes Upon Early English Locomotives in America.  
List of the first One Hundred Locomotives of the Amoskeag Co.

### **Bulletin No. 6.**

Narrative of An Excursion on the Baltimore & Ohio Ry. (1832).  
List of Locomotives in this Country in 1838.  
Some Recollections. (English Railroads).  
Locomotives built at Sacramento Shops.  
Early Railroad Times. (Old Colony Railroad).

### **Bulletin No. 7.**

Report of the Committee on Cars of the South Carolina Canal & Railroad Co.  
Early Locomotive Building in Lowell, Mass.  
The Old Iron Horses of the Central Pacific R. R.  
Early Recollections. (Louisville & Nashville R. R.)  
The Nova Scotia Engines.

### **Bulletin No. 8.**

A Pioneer Locomotive Builder. (M. W. Baldwin).  
Locomotive Shops in the United States in 1855.  
Some Railroad History of the Province of New Brunswick.  
Early Engineering on the Houston & Texas Central R. R.  
How "Locomotive No. 1", went to Wembley.  
Recollections of the New York & Boston Express Line.  
Old Colony R. R. Motive Power.

### **Bulletin No. 9.**

The "De Witt Clinton" and the "Lion".  
The Portland Co. (Portland, Maine).

The Old Ship Railway of Chignecto.  
Some British Locomotive Reminiscences.  
Railway Celebration at York, Pa.  
"To A Locomotive in Winter", Poem by Walt Whitman.  
List of Railroad Events up to 1860.

#### **Bulletin No. 10.**

Notes on Early Baltimore & Ohio Engines and Models.  
Early Locomotives on the Long Island R. R.  
The Norris Locomotive Works.  
The Norris Engines on the Birmingham & Gloucester R. R.  
Poughkeepsie Locomotive Works.  
Century of Railroads.

#### **Bulletin No. 11.**

Locomotives at Purdue University.  
George Althouse. (Early Locomotive Engineer).  
Locomotive Builders at Paterson, N. J.  
The Jarrett & Palmer Special.  
The First Locomotive Built in Scotland.  
Historical Sketch of the Cheraw & Darlington and Cheraw & Coalfield Roads.

#### **Bulletin No. 12.**

Celebration of America's First Railway.  
Missouri Pacific Celebration.  
Locomotives at Purdue University.  
Early Steam Railways in Great Britain.  
Early Days of the Iron Horse in North Carolina.  
The Brooks Locomotive Works.  
Early Locomotives of the Maine Central R. R.  
English Single Wheelers.  
American Locomotives in Great Britain.  
The New York & New Haven, Hartford & New Haven and Western Massachusetts Roads.

#### **Bulletin No. 13.**

An exact reprint of a "Report upon the Locomotive Engines and the Police and Management of the several of the Principal Rail Roads in the Northern and Middle States", by J. Knight and Benj. H. Latrobe, Baltimore, 1838.

### **Bulletin No. 14.**

Locomotives at Purdue University.  
Early Scottish Locomotives of the 4-4-0 Design.  
The Grand Trunk Railway of Canada.  
History of the Schenectady Locomotive Works.

### **Bulletin No. 15.**

The "Fair of the Iron Horse."  
Famous Locomotives Still on Exhibition.  
Locomotive Building at Taunton, Massachusetts.  
First Locomotives in the State of Maine.  
Extracts from some old New England Diaries.  
The "Three Spot."  
A Bury Engine on the Great Southern Railways of Ireland.  
Saint John and the Canadian Pacific Ry.  
A Previous History of E. P. & S. W. No. 1 and Something of her Contemporaries on the St. Paul.  
Notes on English Locomotives.  
The Genesis of the Locomotive Truck.

Any of these bulletins can be furnished upon receipt of price of \$1.00 per copy save the first two. A reprint of the first two bulletins has been printed and the price of this reprint is \$1.50. Those of our members who lack copies of the leaflets issued by the Society during the past years may have same free as long as the leaflets last. All communications should be addressed to Chas. E. Fisher, 6 Orkney Road, Brookline, Mass.



## Charter and By-Laws of The Railway & Locomotive Historical Society, Inc.

Article 1. Name. This association is organized under the name of the Railway and Locomotive Historical Society.

Article 2. Object. The object of this Society shall be the increase, diffusion and perpetuation of knowledge of locomotive and early railroad history and data and to assist and mutually benefit collectors of locomotive photographs and early railroad data. The income of the Society is to be devoted to the propagation of the interest of the Society only and shall not revert to the benefit of any individual.

Article 3. Membership. Section 1. The Society shall consist of members and life members.

Section 2. Members shall be persons interested in the objects of the Society. They shall receive copies of the publications free of cost.

Section 3. The election of members and life members shall be intrusted to the Board of Directors.

### Government.

Article 4. Section 1. The administration of the affairs of the Society shall be intrusted to a Board of Directors composed of eleven (11) members in good standing who shall be elected at the annual meeting on or about the first Saturday of January each year, to serve for one year or until their successors are elected. Directors who do not hold office will serve for three years two directors to be elected annually. A majority of votes cast will be necessary for election. In the event of a vacancy occurring among the officers of the Society, the Board shall fill the position by electing one of the members for the balance of the term, by a majority vote of the Board. Special meetings may be called at any time upon a combined request of three (3) members. Any director, who for any reason is unable to attend a meeting may appoint one of the members of the Board his attorney with full power to act in his behalf, but no one director shall act for more than two directors who are unable to be present.

Section 2. The officers of the Society shall be a President, a Vice President, a Recording Secretary, a Corresponding Secretary, a Treasurer and a Vice President of New England, who shall be elected from the Board of Directors, to serve for one year or until their successors are appointed.

Section 3. The President shall preside at the meetings of the Society, and of the Board of Directors, or in the absence of the Vice President, may delegate this duty to some other member of the Board. The President may delegate all active work in connection with the Society to the Vice President.

Section 4. The Vice President shall have charge of the distribution of all publications and shall take up the work of the President in his absence. The New England Vice President will take care of the New England interests of this Society and aid the President in such work as the Society requires.

Section 5. The President and Recording Secretary shall sign all written contracts and obligations of the Society.

Section 6. The Recording Secretary shall record the proceedings of the Society and Board of Directors, and submit an annual report to the Society and to the Board, at their annual meetings.

Section 7. The Corresponding Secretary shall conduct the correspondence of the Society and aid the Vice President in the work of the Society.

Section 8. The Treasurer shall have charge of the funds of the Society under the direction of the Board of Directors and shall make collections and

disbursements and render an annual report and such special reports as may be called for by the Board.

Section 9. A committee in charge of publications shall consist of one officer in addition to the Vice President and two directors.

Section 10. The Board of Directors may appoint from time to time, District Representatives to take care of the interests of the Society in certain districts assigned them. These Representatives will have no vote at the Directors' Meetings but will be considered officers of this Society in the district they represent.

#### **Finances.**

Article 5. Section 1. The fiscal year of the Society shall be on the first day of January.

Section 2. The annual dues of members shall be \$3.00.

Section 3. Members on approval of the Board of Directors, may commute annual dues and acquire life membership by the payment of \$25.00.

Section 4. Members one year in arrears may, after formal notification, be dropped from the rolls of the Society. Objectionable members may be dropped by a two-thirds vote of the Board of Directors at any regular meeting.

#### **Meetings.**

Article 6. Section 1. The annual meetings of the Society shall be held in or near the vicinity of Boston, State of Massachusetts, on or about the first Saturday of January of each year. Five members shall constitute a quorum.

Section 2. Special meetings may be ordered by the Board of Directors or called by the President.

Section 3. Meetings of the Board of Directors shall be called at least once annually by the President.

#### **Amendments.**

Article 7. These by-laws may be amended by a two-thirds vote of a quorum at any annual meeting of the Society, provided that proposed amendments are reported to the Board of Directors, and provided that notice thereof has been sent to all members of the Society at least thirty (30) days prior to said meeting.

**Officers & Directors of**  
**The Railway & Locomotive Historical Society, Inc.**

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CHAS. E. FISHER, *President*,  
6 Orkney Road. Brookline, Mass.

C. L. WINEY, *Vice President*,  
17 East 42nd St., New York, N. Y.

J. W. MERRILL, *New England Vice President*,  
40 Kilby St., Boston, Mass.

C. W. PHILLIPS, *Recording Secretary*,  
18 West St., Norwood, Mass.

F. W. MARTIN, *Corresponding Secretary*,  
17 East 42nd St., New York, N. Y.

GEORGE P. BECKER, *Treasurer*,  
96 Avon Hill St., Cambridge, Mass.

WARREN JACOBS, *Director*,  
South Station, Boston, Mass.

W. O. MOODY, *Director*,  
47 North Spring Ave., LaGrange, Ill.

C. C. EATON, *Director*,  
Librarian, Harvard Business School, Cambridge, Mass.

W. R. FOGG, *Director*,  
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Box 5275, Boston, Mass.

G. W. BISHOP, *English Representative*,  
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